

FLOWER-POWER.THE NEWSLETTER OF THE TRIUMPH MAYFLOWER CLUB. JULY. 1975.

1.

OFFICIALS. 1975.

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SPARES DEPT.)	
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RALLY SECRETARY.	R. K. VARNEY. 32. MACKIE RD. FILTON. BRISTOL.
ENTERTAINMENTS SECRETARY.	E. D. BERRY. 13. THE GREENWAY. FISHPONDS. BRISTOL.
FLOWER-POWER EDITOR)	R. B. BSELL. 'PINNOCKS' NEW RD. TADLEY. BASINGSTOKE.
RENOWN. SECT. SEC.)	

1ST. NATIONAL MAYFLOWER CLUB RALLY, DODDINGTON PARK. 1st. JUNE. 1975.

Mr. R. K. Varney provided the following report of our June National Rally:-

Results:-CONCOURS. CLASS 'A' TRIUMPH MAYFLOWER CARS.

1st. Prize.	M. Bath.	London.	67 Points.
2nd. Prize.	K. Williams.	Exeter.	66 Points.
3rd Prize.	D. Goodyear.	Bristol.	65 Points.

CLASS 'B' PRE 1940 CARS.

1st Prize.	A. Cook.	1911. Swift. Bristol.	74 Points.
2nd. Prize.	W. Withers.	1925. Morris Cowley. Pilning.	72 Points.
3rd. Prize.	M. Thompson.	1939. Austin Big. 7. Cirencester.	70 Points.

CLASS 'C' POST WAR CARS.

1st Prize.	K. Vickers.	1946. Standard Flying 14. Burton on Trent.	65 Points.
2nd. Prize.	J. Westcott.	1953. Ford Prefect. Chingford.	66 Points.
3rd. Prize.	D. Witherow.	1954. Morgan Plus 4. Bath.	62 Points.

RESULTS OF RALLY EVENTS.Test No. 1.

1st Prize.	M. Bath.	London.	33 Seconds.
2nd. Prize.	N. Jones.	Bridgwater.	36 "
3rd. Prize.	C. Holt.	Stockport.	37 "

Test No. 2.

1st. Prize.	C. Holt.	Stockport.	28. Seconds.
2nd. Prize.	N. Jones.	Bridgwater.	29 "
3rd. Prize.	R. Bussell.	Basingstoke.	30 "

Test No. 3.

1st.Prize.	C.Holt.	Stockport.	37.8. Seconds.
2nd.Prize.	M.Bath.	London.	38.2. Seconds.
3rd.Prize.	D.Goodyear.	Bristol.	38.4. Seconds.

A Special award was presented to Mr.G.Ferera as the Club Member who has travelled furthest to attend the rally.

The Mayflower Club Shield, which will be presented to the Club member with the best overall performance at each rally, was won by M.Bath of London.

Acknowledgements.

The committee would like to take this opportunity of expressing their grateful thanks to:-

Major Codrington, for the use and facilities of Dodington Park, Mr.Boston, General Manager at Dodington for his valuable advice and assistance, also Mr.B.Payne, judge of the concours event. Mr Bob Train-Club Triumph for the control and organisation of the rally events, also many thanks to the Stewards, programme sellers and Martyn Cox from Triumph Sports Car Club.

Reg. Varney.

If I may insert an oar, Reg does not do himself justice, the whole event was a huge success, blended fortunatley by the weatherman (I have friends in the met office) and I am sure that everyone enjoyed themselves. Mr Payne was meticulous in his judging of the concours, and gave valuable individual advise as he marked, plus a general pep talk afterwards. From his remarks it would seem that most of us would need to pay more attention to under-body cleanliness. It was interesting that you could win points for originality and then lose them on cleanliness or vice-versa, I learned a lot,(I had a lot to learn).

To those who attended if you want details of your marks, please send stamped addressed envelope to Reg please.

For those who didn't you missed a great day of which Reg and his helpers can feel jointly proud.

Let us see you all at Beaulieu.

Fixture List.

1. July. 6th. Crash Box Club of Exeter, Powderham Castle, Kenton Nr. Exeter.
2. July. 27th. Cirencester Park.
3. Aug. 17th. Barwick Park. Yeovil.
4. Aug. 25th. Mordon Park. Surrey.
5. Aug. 31st. Beaulieu. Mayflower Rally.
(See separate sheet-replies urgently needed).

NOTICE BOARD.(1). List of Members.

It is intended to include with the next Newsletter an up to date list of members names and addresses.

If any member does not wish his name and/or address to be published please inform Eileen Mills before the end of June.

(2). Renown Section.

As several of our members own Renowns the Big Brother of the Mayflower, and we have had a number of enquiries as to whether the club caters for Renowns, Mr Roy Bussell has been given the task of seeing if an active Renown section can be set up within the club.

At this stage it is not intended to attempt to hold spares, but any information on sources will be circulated to members, as will any other useful items of knowledge gathered.

If the section is a success we may have to become a Mayflower and Renown Club, or the Renown section may live off us as a brother club within its own rights- however this is crystal gazing.

Renown section members will join the club in the normal way by application to Eileen Mills.

For any other information write to Roy, 'Pinnocks' New Road, Tadley Basingstoke. Hants.

(3). Razoredge Register.

It seems an effort is being made to reform the Razoredge Reg- but so far the organisers seem concerned only with 18,00, 2,000, and Renowns (I always thought that the term Razoredge referred to the styling, not the model, and hence should certainly cover Flower and possibly the odd, Bentley, Princess etc.,)

Information will be passed on when available, in particular as this may clash with formation of a Renown Section.

Contributions to Flower-Power.

Firstly, can anyone come up with a better name? When I suggested Flower Power to Robin, his reaction was YAK!

Be that as it may, this is your club magazine, we want it to be more than just a succession of fixture list, spare and notices. We want you to look forward to receiving it. So we want contributions.

Although we have to cut the cost according to the cloth(or something) and hence cannot regrettably at this stage reproduce photographs or use too much paper, we will consider anything which might be of interest to members.

Thus contributions may be technical, humorous, short articles (describing a tour, visit to another club, beauty spots etc.,) In fact anything relevant.

Dont be dis-appointed if at first your work of art is held over, if it is likely to be of interest, we will get it in sometime.

We need help (EDITOR)

Think twice, before selling your ageing mint condition motor. It could be worth a lot of money in the future- if you look after it. Car auction groups report a big boom in post 1940 cars, and forecast soaring values in the coming year. The fifties is the new era for enthusiasts and collectors snapping up interest investment models. The reason is that the real Vintage and Veteran cars up to 1930 are now so valuable that owners are holding on to them, the few that do find their way on to the market are way beyond average means. Post Vintage from 1930-1939 are also now increasingly scarce, so the next area for rich pickings shifts to the Forties and fifties.

Eric Myers Chairman of Central Motor Auctions said the swing in interest to cars from 1948-60 would bring a spectacular rise in their value. It seems that anything from the fifties which is in good condition or has been well restored is worth looking after.

What are they worth?

We include in this newsletter an item which may be of interest and which occurred recently. I attended a Vintage and Classic Car Auction at Sale Hall, Cattle Market, Wisbech, Cambridgeshire on the 25th March, 1975, and have recorded some facts and figures which may be of interest to you - Terry.

<u>DATE.</u>	<u>MAKE.</u>	<u>TYPE.</u>	<u>BODY.</u>	<u>INDEX NO.</u>	<u>CONDIT/ACTUAL SOLD</u>	<u>TION.</u>	<u>HIGH BILL</u>
1923.	Morris Bull Nose.	1500. c. c.	Tourer.	OYU 99.	V.G.	£1900.	No.
1925.	Daimler.	35. h.p.	Saloon.	NE4421.	EXC.		W/D
1927.	Clyne Royal.	1368. c. c.	Open/Tourer.	PH5616.	V.G.	£800.	?
1929.	Vaux/20/60.	2726. cc.	" "	A4036.	G.C.	£1200.	No.
1929.	Scott Motor. Cycle.				F.	£70.	Yes.
1930.	Austin Ranelagh.	20. h.p.	Limousine.	4264. N.A.F.		£750.	W/D
1934.	Austin.	20. h.p.	Saloon.	OG7864.	F.	£70.	Yes.
1934.	Bentley Pk Ward.	Six Cylinder.	Saloon.	AYR575.	GC.	£2100.	No.
1935.	B.S.A.	10. h.p.	Coupe.	EG1240.	EXC.	£800.	Yes
1936.	Austin 7.	750. c. c.	Saloon.	NE4421.	V.G.	£410.	Yes.
1936.	Ford 8.		Saloon.	EG2535.	F.	£220.	No.
1936.	M.G. SA	18. h.p.	Saloon.	MG4799.	GC.	£650.	No.
1936.	Austin Hearse.	20. h.p.		AJY159.	Poor.	£90.	Yes.
1936.	Austin Sherbourne.	10. h.p.	Saloon.	ERT341.	F.	£50.	Yes.
1937.	Bentley.	4250. c. c.	Saloon.	ABT545.		£500.	No.
1937.	Morris.	11. 9. h.p.	Saloon.	DNA873.	V.G.	£470.	Yes.
1937.	Austin. 7.	750. c. c.	Saloon.	FW9638.	G.	£360.	Yes.
1937.	Austin. 10.	10. h.p.	Saloon.	XG5446.	F.	£180.	Yes.
1937.	Fiat.	6. 7. h.p.	Coupe.	ELE725.	F.	£150.	Yes.
1937.	Ariel Square 4 motor cycle.	1000. cp.		EXL 998.	P.	£210.	Yes.
1937.	Wolsley.	16. h.p.	Saloon.	EX4292.	F.	£250.	Yes.
1939.	Morris. (E)	918. c. c.	Saloon.	ARP523.	G.	£280.	Yes.
1942.	Willys Jeep.	1831. c. c.			G.	£500.	Yes.
1949.	Alvis. TA.	1892. c. c.	Saloon.	FUS46.	V.G.	£160.	Yes.
1950.	Jewett Javelin.	1½ litre.	Saloon.	RPU697.	G.	£200.	Yes.
1951.	A. C. Sports.	1991. c. c.	Saloon.		G.	£400.	Yes.
1952.	Austin Atlantic.		Saloon.			£160.	W/D.
1953.	Triumph Mayflower.	1247. c. c.	Saloon.	DEP242.	V.G.	£450.	W/D.
1954.	Rover. 90.	2368. c. c.	Saloon.	DJE 658.	G.	£80.	Yes.
1955.	Armstrong Siddeley.	3435. c. c.	Limousine.	RXJ600.	G.	£420.	Yes.
1956.	Austin/Princess.	4000. c. c.	Limousine.	750HHX	G.	£340.	Yes.
1958.	Jensen Sports.	3993. c. c.	Saloon.	UEA170.	G. +	£200.	Yes.
1959.	Austin Healey.	3000. c. c.	Sports.	XLW356.		£240.	W/D
1959.	Ford.	1172. c. c.	Saloon.	JEB169.	G.	£200.	Yes.
1960.	Daimler Dart.	2548. c. c.	Sport.	8408NG.	V.G.	£650.	Yes.

+ Best Buy.

Cars for Sale.

We receive many letters from people wishing to dispose of Mayflowers and others cars. In the past we have given fairly full descriptions but this can be very space and time consuming, thus in future only a line of bare details will be given.

Mayflowers in working order and gear box plus other spares.
M.S. Burnham. 23. White City. Broadmoor. Cranthorpe. Berks.

Mayflower, engine rebored, steering parts renewed. £150. o. n. o.
27. Twynham Road. Maidenhead. Berks.

Mayflower. 1951, good order, m. o. t. 2 owners previous, engine extensively overhauled. £250. o. n. o.
J. Callingham. Car Wyn Filling Station. Connor Downs. Hayle. Cornwall.

Mayflower. 1953, good condition.

J.F. O'Sullivan. 327. Plumstead. High St, Plumstead. London.

Mayflower. £30 - £35.00.

Contact. E.G. Turpin. St. Marys. 42. Surrenden Crescent. Brighton.

Mayflower. 1951. FCT 999. Carefully maintained. £275. o. n. o.
E. Armstrong. 99. Lincoln Road. Hykeham. Lincoln.

SPARES & SERVICE.Front Springs.

Extract from letter from A. Conlinson. Works Manager, Jonas Woodhead Ltd., Ossett Plant. Moorcroft Works. Ossett WF5 9DU. Membership No. 59.

'Regarding your enquiry for a pair of Front Suspension Springs for your 1953 Triumph Mayflower motor car we have made extensive enquiries in an attempt to locate a source of supply from stock, we have however been unsuccessful.

We are therefore left with the only alternative that being to make springs specially.

As we are a mass production plant this would mean that your springs would have to be specially made in our prototype section, but in order that a specimen of the Mayflower, for which I have a particular regard, can continue to grace the motoring scene we are prepared to undertake this job and will supply two springs at £10.00 each + V.A.T. post paid.

If you require us to undertake this work we will make the springs in three days from receipt of your instructions.'

Overhaul.

Extract from letter from Eric G. Turpin 'St. Marys' 42 Surrenden Crescent. Brighton. (Membership no. 19)

Of possible interest to people in Sussex - a local garage 'Starley's Garage' of Hythe Road. Brighton, Phone. Brighton 555748, are prepared to overhaul & M.O.T Mayflowers as they have had experience of them.

SOURCE OF SPARES.

For spares held by the club, please contact Terry Mills and he will let us know what we have. If anyone comes across a source of spares not hitherto known, let Terry know.

British Leyland still hold a limited number of spares and suggest that you should try A.T. Johnson, Paradise Road, Downham Market, Norfolk, PE38 9DL. (Tel 036 633407) as being specialists in old Triumph spares, they certainly carry many Vanguard spares suitable for the Renown. Another possible source is E.P. Barnes (Engines) Ltd., Main Street, Bramley, Rotherham, or Motolympia, Welshpool.

A CHARACTER BUILDING.

Recently Robin came to hear of a Flower available for towing away and in due course we arrived to view it. A sorry sight it had been, standing out for some 10 years and the body badly rotted. Anyway it did have 2 fine class tyres, leather upholstery and a complete engine and transmission unit which was alleged to have been quite good when last used, (10 years ago). Robin wanted it and being a mug I said O.K we'd tow it home. This was when the fun started as we were in North London, 75 miles from home, with the North Circular, A4 & A30 before us on a beautiful Sunday afternoon. Still, after the first few miles of horror, and the traffic flashing in all directions we developed our usual towing with me in front and Robin behind. As he puts it, uphill Dad is Captain, downhill I'm Captain. This only went wrong once when we approached some red lights and I realised the brakes behind had not been applied and I had to put mine on, Rob awake to see the Herald stern approaching rapidly : applied his anchors as I let mine off to avoid catastrophe (after all the Herald is the wife) result - much loss of rubber and a broken tow rope and ourselves madly re-connecting on a double yellow line by traffic lights on a narrow part of the North Circular - not a place for the nervous.

Fortunately our only other experience was when a lady in a Renault got shirty when we would not let her squeeze in between us. We had thought to take with us a charged battery and Rob gave her the full blast, of most effective Flower horns. At this point had gone to sleep but as the roof of the Herlad was open I was able to regain my seat without a bump on the head.

After some 4 hours of concentration the like of which I wish I could emulate at work, or on the garden, we arrived at 'Pinnocks' and pleased we were to see it. You can imagine our feelings when, on further inspection the vehicle, we found that a considerable quantity of frame anchoring both end of the near side rear spring had disintegrated en-route and there was a crack right across the front cross member of the frame.

Still we've managed to get the engine running and it sounds very healthy, and the tyres didn't crack up and the upholstery is still leather. We think it still worth it, even if wife and daughter do doubt our sanity even more than before.

LETTER FROM A 'NEW' MEMBER.

QUEENSLAND.
AUSTRALIA.

Dear Mrs Mills.

Being a possessor of eleven Mayflower cars, I learnt from a man who subscribes to a magazine called 'Pedigree' he saw my Mayflower and I at a shop, and he gave me your address and mentioned about the Mayflower club you have formed.

I have enclosed bank cheques for £2.00 and would like to be a member of your club if that would be possible.

I purchased a Mayflower brand new in 1952 in maroon colour and still have it, the car I am now driving mainly is a black one and has a fully mechanical restored motor in it, which came out of my original first new car. I rebuilt it myself at a cost of \$350, but had trouble getting some engine parts such as valves, the valve spring had to be heated and stretched, as the spring steel they have here wouldn't be as strong as the original.

The pistons are Austin A40 four ring as Mayflower were unobtainable in Australia. The crank shaft was ground and the cam shaft and push rod followers were treated with graphite as originally done when new.

The motor runs beautifully and I am getting $36\frac{1}{2}$ miles to the gallon, when possible I intend to fit an oil filter, which this car should of had and later perhaps a oil cooler but not necessary.

I have three of these cars I can drive and also own a 1967 German Taunus 17 m wagon which I got from Germany, but had to swerve to avoid killing a little boy and his dog and its out of action but will be going soon, but I am having trouble getting head lamp glasses for it.

Back to the Mayflower, I am known all over Brisbane as the man with the Mayflowers.

I started out with a new one, and it done about 120,000 miles and front suspension cracked the chassis where it connects and also under radiator, so I bought a grey blue one, for \$80.00 but it was adjusted with the tappets too tight, and a valve stuck and the diff broke a tooth, which meant it was adjusted wrongly, bad mechanics, so I had to move motor and diff from original car and was going again. I then bought other cars as I would see them for sale for parts. But now I feel I would like to restore six cars 2 Black, 2 White and 2 silver grey like Rolls Royce.

I have found the Mayflower a very reliable motor vehicle and every day I have people look around as I pass going to work and some smile and some are amazed, the latter being young people I suppose they don't know about these cars as there wasn't many in Australia and most used to say they looked like hearses 'Classic hearses' my Taunus turns heads also when I drive it, it is the only one in Australia. I get 40 m.p.g on long runs with it perhaps carbs would improve the Mayflower, but then the Mayflower have close on one ton of weight.

The only faults I have found is the suspension breaking the ropes, but then that might be because of the Kangaroo tracks, our roads are good now.

The rear hubs if not tightened right get ploy in the splines and can't be bought over here now.

I also found these cars are hard on distributor points, only get about 10,000 miles.

By way of mention at this time the electrical lead from the coil to the distributor must vibrate and after a long time breaks and gives the impression you have a blocked petrol pipe from the tank and if this happens at night one checks out the fuel line and then find, it to be the lead to the distributor, it doesn't happen that much but you can get caught unaware.

They hold the road better on corners than the Austin A40, I have never had trouble with diff from original car or others I have bought lately, or the gear boxes.

The steering base does come loose on its mountings but can be fixed and about 'rust' with these cars with there age dont rust like the Australian Holden and when they do it is only behind the front wheels and the tail end of the rear mudguards. There is one trouble I forgot to mention, after they have done about 80,000 miles I find they blow their head gasket between 3 & 4 cylinders, I know it is caused by seals forming and stopping the circulation of water in this area, also the copper head gaskets and the chemicals used in the Brisbane water causes corrosion to form and eat the water outlets in the aluminium heads. But I find now if a head has to come off one must put it in a bucket of water, till you want to put it back on, otherwise large pieces will fall out of the water passages and the head will have to be rebuilt and welded.

Well that's about all I can say at the moment, and I would say I have a lot of feeling for a Mayflower even though there is probably Datsuns running around with Mayflower steel in them from being melted down.

About 1,000 cars came to Australia 1950-53, and most are in Sydney and Melbourne. Melbourne is the city that is mostly like London. I have three cars from Melbourne.

I have a retired man who came from England and is going back for a visit next month and who live up here on this Mount Nebo. I live four miles from the nearest neighbour with my 15 year old son, 2 Dobe Pinscher dogs to stop stealing while I am at work and 3 cats to keep the forest rats down and avoid snakes.

Hoping I can be a member and wishing you all success.

Yours faithfully.

G. A. Howard.

Following our recent successful rally, the committee has decided to hold a Dinner Dance provisionally booked for Saturday November 22nd. 1975.

Consequently, we would ask all members and friends who wish to attend to reply, by not later than June 30th, to Mr. T. Berry. 13. The Greenway, Fishponds. Bristol.

The proposed venue is 'Arnos Court Club' Brislington. Bristol, accomodation, for those members making an overnight stay, can be arranged.

This is the first social evening we have arranged since the formation of the Club and we would appreciate a good response from all our members.

We look forward to hearing from you and seeing you soon,

Yours Sincerely.

T. BERRY. (Social Organiser)
for and on behalf of the Committee.

NATIONAL MOTOR MUSEUM-MAYFLOWER RALLY

AUGUST. 31st. 1975.

As most of you know, we booked a field at Beaulieu,
for a rally, to which we are committed.

This rally will be for Triumph Mayflowers and Renowns
only.

We must have support, which I hope you all will give.
This will be a chance for us, a very young club, to be
at the Mecca of motor enthusiasts. A dream come true.

Please complete the form below, and return before

Remember this is urgent.

Thanks.

Talking of Beaulieu, If we have any camping enthusiasts
amongst us, why not travel down on Saturday and camp
the night - not 5 minutes drive, from Palace House. Its
only a thought, to save you getting up too early.

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